

ESTABLISHED 1857.

New Advertisements will be found on page 4.

[2173 Hongkong, 16th November, 1899.

INTIMATIONS.

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PALE DRY, choice old
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stomachs. D and E are after dinner wines
of a very superior vintage. All are true
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to be genuine when bought direct from us
in the Colony or from our authorised agents
at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 16th July, 1900, at Weihaiwei, the wife
of EVAN MATTHEWS, of Tongshan, of a son (still-
born).

On the 20th August, 1900, at Shanghai, the
wife of A. LAINDRICH, of Hankow, of a son.

The Daily Press.

HONGKONG, August 29th, 1900

THOUGH it is now over a fortnight since
the Relief Force entered Peking, we are still
waiting for particulars of the exact state of
affairs at the Legation when the Allies arrived
and for the list of casualties—from which we
may be deduced the names of the survivors.
A certain amount of rather unnecessary
alarm has been caused by lack of news, and
the authorities up north have come in for a
good deal of censure for their supposed re-
sponsibility in the matter. It is indeed hardly
to be denied that they have manifested a
reticence which we are not now in a position
to understand. The Chefoo-Taku cable
should now be in full working order, though
we learn from the latest Shanghai papers to
hand that some delay was experienced in
launching the shore end of the cable at
Taku, owing to the depth of the mud.
Even when the line was completed the
number of Government messages going
through was bound to monopolise it
for a considerable time. As far as we can
tell, there is no foundation for the sugges-
tion that a large Chinese force has once
more interposed itself between Peking and
Tientsin. In this event it is hardly possible
that no rumours to that effect would have
come down from Tientsin, or that the
Chinese would have no information on the
subject. We have once more, as so often
already in the present Chinese crisis, a fine
opportunity for the display of patience.
We must hope that when ultimately details
are permitted to be sent out they will be
both satisfactory and full. It is easy
enough to comprehend that it should be
thought better to hold back all news
connected with the action of the allied
troops after they reached Peking; but there
is much of a purely personal character
which cannot do any harm by being re-
vealed, though we are still left in absolute
ignorance.

There were no fresh cases or deaths from
plague during the 24 hours ending at noon
yesterday.

On Monday morning an old woman employed
in the making of the new road going through
Lai-chikok was killed by a quantity of earth
falling on her.

As a coolie named Tam Hung was leaving the
Tui Koo Sugar Refinery on Monday, the Indian
watchman searched him, and found that he was
walking about with five pounds of sugar under
his arm. He was arrested and yesterday
sentenced to two months' hard labour.

Apart from the nine cases of plague during
the week ended 25th August (six of which were
in the City of Victoria) there were only two
cases of infectious disease reported in the
Colony, one of enteric fever outside the City
and one of puerperal fever inside. Neither ended
fatally.

Hearing a disturbance in a brothel on Mon-
day night P. C. Devaney went in to see what
was the matter. He was at once set upon
by the crowd in the house and pushed into the
street and stoned, one man going so far as to
strike him in the eye. The man was arrested
and yesterday was fined \$150, or three months.

The Annual Aquatic Sports of the Victoria
Recreation Club have been arranged to take
place at the Club's new premises, Kowloon, on
Thursday, Friday and Saturday, the 20th, 21st
and 22nd September. On the last day the con-
tests will take place in costume, and the com-
mittees invite the attendance of the ladies of the
colony.

Inspector Robertson, having reason to believe
that many of the sampan owners in the neigh-
bourhood of Shaukiwan had no licences, made
a raid upon them on Monday night and captured
19 offenders. Each of them appeared at the
Magistrate's yesterday and was fined \$3. The
raid had a most salutary effect, as the Inspec-
tor's quarters yesterday morning were crowded
with sampan-owners clamouring for licences.

Mrs. Maria Monterio, of No. 14, Elgin
Street, on Monday called up two boys who
were selling sweets and bought some sweets from
them. When leaving one of them got hold of an
umbrella belonging to her and took to his
heels. Both, however, were brought before Mr.
Hazeland yesterday and sentenced each to two
months' hard labour (the last 14 days in solitary
confinement) and 14 strokes with the birch rod.

At the Harbour Office yesterday, before the
Hon. Basil Taylor, R.N., an enquiry into the cir-
cumstances leading to the collision between the
launch *Atalanta*, Chung Lo, master, and the
launch *Tow*, Wong Tai, master, was held. Chang
Lo, master of the *Atalanta*, said that on Friday
about 6.15 p.m., he was leaving a steamer lying
at A. H. buoy to go to Wanchai. After leaving
the steamer he steered to pass the *Tow* on the
starboard side. The *Tow* came in the
opposite direction, passing down the port side
of the *Atalanta*, and starboarded her helm,
passed close under the stern of the *Tow*, and
crossed his bows. The *Tow* was about 200
yards away when he first saw her. He ported his
helm and blew his whistle. The *Tow* also
ported, which would have taken her clear under
his stern. Then she starboarded again and
struck him abreast the engines with her bows
nearly bow on. Wong Tai, master of the *Tow*,
corroborates, but states he starboarded his helm
because there was no room for him to port.
A. H. steamer being in the way. He whistled
twice to show which way he was putting his
helm. Decision.—Wong Tai, certificate No. 103,
suspended for three months.

At the Harbour Master's office yesterday an
enquiry was held into the collision between the
launch *Rising Star*, Wong Kam Tai, master, and
No. 6 Kowloon Dock Launch, on the 23rd
inst. at 8 p.m. Wong Kam Tai said at 8 p.m. on
the 23rd inst. he left the wharf at Victoria to
go to Kowloon, and he saw No. 6 alongside a
B. and S. steamer (*Tianan*), which was at
A. H. Buoy. She had no bow-lights and only
one stern light. When he saw the Dock Launch
he thought she was a cargo boat. She went
astern from the *Tianan's* gangway and as soon
as he saw her clear of the stern he blew his
whistle. She still kept going astern and he
blew again and tried to pass between her and
the stern of the *Tianan*. The Dock Launch then
went ahead, and he struck him with his bows amid-
ships, on starboard side. He reversed engines
when 50 feet from her.—Leng Shui, master of
the dock launch, said on Friday night he was
lying alongside the *Tianan*, starboard side.
About 8.30 he went astern from the gang-
way, blowing his whistle. When his bows
were in line with the *Tianan's* stern, the
Rising Star came up and rammed him. He did
not move his engines ahead after leaving the
gangway and was still going astern at time of
collision. Bowlights were shipped before leaving
the gangway. He did not see the *Rising Star*
until about one boat's length off.—Cheung Sai,
sailor of the Dock Launch, said he did not see the
lights of the *Rising Star* until she was about 40
feet off. He was in the bows of the Dock Launch
when the collision occurred, and the bows of the
launch were then quite close to the stern of
the *Tianan*.—Staff-Sergeant Stevens said he was
on board the *Rising Star*. He should think that
the bows of the Dock Launch were about 20 or
30 yards from the stern of the *Tianan*. Staff-
Sergeant Gilbert corroborated the above.—De-
cision.—Both launches in fault. The *Rising Star*
tried to pass too close to stern of the *Tianan*
and hence contributed to the collision. The
master and crew of the Dock Launch were not
keeping a proper look-out. Seeing that the
night was very dark extra precautions should
have been taken, whereas ordinary precautions
were not taken. Both certificates were sus-
pended for three months.

The Siam Electricity Co. has issued a circular
letter to its customers, announcing that from
the 1st October next it will be prepared to
supply electric power in Bangkok by day and
night.

Several well-known British residents in
Bangkok are being summoned for failing to re-
gister themselves at the British Consulate.
Two lawyers, the *Bangkok Times* believes, are
among the number.

Heavy floods are reported in Northern Siam
in the middle of the present month. Among
other damage the bridge over the Mekong river
at Lalaun Lampang was carried away,
and the telegraph line was much injured.

Another prisoner succeeded in escaping from
the prisoner's detention room at the Magistracy
yesterday. He and another man—both boat-
men—had been fined \$100, or two months, for
being found in illegal possession of a quantity
of opium.

It is reported in a Chemulpo despatch to the
Asahi that Russia, Germany and France are
busy buying up oxen and cows at various ports
in Corea. The Korean Government fears that
this may lead to a rise in the price of cattle and
horses, and the cultivation of land may thereby
be rendered difficult. It proposes, therefore, to
prohibit the exportation of cattle from Corea,
but it is doubtful whether it will be able to
carry the proposal into practice.

The Spanish military attaché to the British
army in South Africa says:—"The chief lesson
learned from observation of British tactics has
been derived from study of their splendid trans-
port system, which compelled more admiration
even than did their strategy or valour. Bloom-
fontein was a miserable location for a hospital.
The air is unhealthy and the water polluted,
while other local conditions render an epidemic
of fever inevitable. When I passed through
there on June 25 enteric patients were dying at
the rate of thirty and forty a day, and the hospi-
tals were caring for 5,000 sick."

A Chicago correspondent of the *Daily Mail*
telegraphed last month that in the event of
the Powers sending an army of invasion to
China for the purpose of seizing Peking and
avenging the supposed murder of the diplomats,
the Salvation Army would follow close on the
van guard with a big division. Commander
Booth Tasker announced that the first con-
certed move on the part of the allied forces
toward Peking would be the signal for the or-
ganisation of a missionary corps for China; he
had already selected officers to conduct the work.
Can it be that this news came to the ears of
Prince Tuan and his followers?

The *Shanghai Mercury* says:—"We under-
stand that Lady Blake is about to publish her
impressions during her recent tour through
China for the purpose of raising money for the
last visitors to Peking, Shaukiwan, etc. Her
diary cannot fail to be of interest. It
enriched by any of her sketches the book will
be of exceptional value, Lady Blake being an
artist of great power with an exceptional gift
for colouring." With reference to this, we are
in a position to state that it is true that Lady
Blake has sent home, to a friend, certain impres-
sions of a three months' tour in China and
Japan, but it is not certain whether they are
to be published or not.

Dr. W. Kukarenko, who went to the Trans-
vaal in charge of the Russian Red Cross hospi-
tal, has returned to Russia. He went out full
of sympathy for the Boers, but his published
experiences show that his opinion of the
burghers has been totally altered. He says the
Boers are lazy, dirty, and ungrateful. They
frequently refused to share their ample food
supplies with their foreign auxiliaries, saying
when remonstrated with that they supposed the
foreigners were paid by their Government for
fighting, and must look out for themselves.
Most of the foreigners among the Boers con-
sisted, according to Dr. Kukarenko, of the scum
of Southern Europe, and could be best described
as "good for nothing." Many of them, he as-
certained, were fugitives from justice.

The Tientsin correspondent of the *N.-C. Daily News*
tells an amusing tale of a missionary.
Seeing a squadron of Cossacks passing on their
way to the front, the good man was moved to
call out "The Lord give power to your arms!"
The Russians did not of course understand, but
they felt it was something friendly and grinned
appreciatively as they trotted past. Shortly
after, our friend met a large company of French
infantry marching in the same direction, pre-
sumably also for the front, and desiring to show
no partiality he shouted out the same invocation
with a somewhat like result. Imagine the feel-
ings of the earnest man when an hour or so af-
terwards he encountered the same party of
Frenchmen returning from a forage expedition
and hauling along a mixed herd of reluctant
oxen and loudly protesting pigs!

An extraordinary case came before Mr.
Hazeland yesterday. A woman evidently not
altogether in her right mind charged a man
residing at 84, Second Street, with cutting and
wounding. She had been very badly cut about
the head, and on presenting herself at No. 7
Police Station on Monday night she was bleed-
ing so profusely that she was sent to the
Hospital. Shortly afterwards the man himself
appeared at the Police Station. He explained
that he and the woman had had a quarrel
about some rent but that he had not assaulted
her. On the police going to the house they
could find no corroboration of the woman's
story, the opinion of the neighbours being
that the woman had inflicted the wounds her-
self. Mr. Hazeland did not consider there was
evidence enough to convict the man and dis-
missed the case.

The Lancashire cotton trade is being adversely
affected by the Chinese crisis, and the usual
holidays were extended.

Mr. George Darrell, who was sniped in Tien-
tsin recently, died in the General Hospital at
Shanghai on Tuesday last. He was shot in the
head from behind, and the bullet was not ex-
tracted during his life.

Admiral Seymour reviewed the Shanghai
Volunteers on the Race Course on Thursday
afternoon last. He expressed his gratification
at the smart manner in which the troops went
through the various evolutions and their pre-
cision during the march past. A large con-
course of the general public assembled to wit-
ness the review.

It is unfortunate, says the *Globe*, and we may
add, somewhat discreditable, that at the present
moment there is not a single member of our
Foreign Office staff who has ever been in China.
There is no country in the world for the correct
appreciation of whose affairs local knowledge is
so absolutely indispensable, and it is almost
incredible that the nation which was the first
to open up China, and whose interests, political
and commercial, are so transcendent, should
suffer from so deplorable a deficiency. It is a
deficiency which can be, and must be, remedied
at once; there are at least a dozen men in
London now whose knowledge and counsel on
Chinese affairs would be absolutely invaluable
and no consideration of routine and red tape
should be allowed to interfere with their
employment.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Nairang* arrived yesterday
morning from Calcutta bringing a wing of the
20th Punjab Infantry (5 British and 7 na-
tive officers, 344 N.C.O.'s and men, and 83 fol-
lowers, with horses and mules), a section of the
Native Field Hospital with the British officer
in charge, and details of the No. 5 Brigade Supply
Column, and Transport of the 3rd Brigade.
The British officers on board were Major Giles,
Capt. Tigh, Lieut. Grey and Finnis, Capt.
Murray, I.M.S., Capt. Turner, I.M.S., Sub.
Cond. McWalters, Staff-Sergeant Major Wright.
H. M. S. *Isis* on Monday night sailed for
Amoy, as yesterday was suggested was possible.
At 7 o'clock yesterday the German squadron,
including the flagship *Kurfürst Friedrich
Wilhelm*, the battleships *Brandenburg*, *Weis-
senburg*, and *Warth* and the despatch vessel
Hela, arrived in the harbour on their way north.
We have already given particulars of these
ships.

The French gunboat *Comete* returned to
Hongkong from Swatow.
The transport *Ujina* left yesterday for Taku
with her troops, and the hospital ship *Carthage*
left for Weihaiwei.
The transport *Zamania* departed for Colcutta.
The German cruiser *Horbia* went into dock
yesterday.

ON THE WAY.

The P. & O. s.s. *Clyde*, which left Singapore on
Monday and is due here at the end of the week,
has on board twelve officers and 260 men of the
Royal Artillery and Royal Army Medical Corps
for service in China. The P. & O. s.s. *Bombay*,
which sailed from the Royal Albert Docks on
the 11th inst., conveys the 4th Balloon Section
Royal Engineers, about three officers and
seventy-five men, with the necessary equipment.
The Norddeutscher Lloyd's steamers *Dresden*
and *Halle*, chartered by the Imperial German
Government, left Singapore on Monday morning
and may be expected here on or about Saturday,
the 1st September.

LI HUNG-CHANG.

It is reported from Shanghai that as long as
the 20th inst. H. E. Li Hung-chang gave orders
to the China Merchants' Co. for the steamer
Anping to be ready at any time to take H.E.
and suite up North. The exact date of leaving
was, however, unsettled, and as we have not
heard of his departure it may be assumed that
he still remains in Shanghai.

NEUCHWANG.

RUSSIAN PROGRESS.

The correspondent of the *N.-C. Daily News*
wrote on the 13th inst.—Haiching was captured
yesterday morning by the Russians after two
hours' bombardment, and five modern fieldpieces
fell into their hands. Their next point of at-
tack should be naturally Anshanshan; but they
are halting at Haiching and sending a strong
force down here, under the impression that we
are in danger from some Chinese who retired
westward after the fight at Tashihchiao, and
from other troops reported to contemplate meet-
ing at Tienchuangtai and attacking us in three
days. As to the former, we know nothing;
the latter are said to have left. Tienchuangtai
to-day for Neuchwang proper, which, being at
some distance from the Chinese Eastern Railway
line, is less likely to be attacked by the Russians.
Meantime great alarm prevails among the
Chinese, and several hundreds, whose forefathers
migrated here from Shantung, are returning
to the homes of their ancestors.

The Bishop of Oxford in his *Cluster* days
took a very pretty and high-born hostess in to
dinner. It was soon after his consecration,
and she tried to be politely sympathetic. "Tell
me," she queried, sweetly, "which of all your
ecclesiastical functions—or should I say episco-
pal duties—do you find the most difficult?"
Dr. Stubbs answered her with perfect gravity.
"On the whole, I should say keeping my ser-
vants on my apron knees at dinner," he said,
meditatively. "Yes," sighed a sympathetic
girl on his other hand, who was listening rever-
ently to his lordship's utterances. "I do so feel
with you. Silk does slip so!"

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE WAR IN SOUTH AFRICA.

LONDON, 27th August, 7.50 p.m.

AN OBSTINATE ENGAGEMENT.

Lord Roberts at Belfast reports that Gen-
erals Buller, Pole-Carew, and French had
an engagement with the enemy over an area
30 miles in perimeter, the Boers making a
determined stand.

OLIVIER CAPTURED AT LAST.

General Bruce Hamilton has smartly
rescued the Yeomany garrison of Winburg
capturing Commandant Olivier and his three
sons.

REUTER'S SERVICE.

LONDON, 26th August.

THE WAR IN SOUTH AFRICA.

General Buller is encountering considerable
opposition near Lisankloof, where two com-
panies of the Liverpool, advancing by mistake
into a hollow, out of sight of the main body,
were surrounded, and lost 19 killed, 46 wounded
and 35 missing.
Commandant De Wet has crossed the railway
midway between Potchefstroom and Johannes-
burg, and is making for the Orange River
Colony.

LONDON, 26th August.

RUSSIA AND THE CHINA CRISIS.
The enrolment of Russian Volunteers and
Reservists for the Far East has been stopped.
GREAT BRITAIN AND FRANCE
IN CHINA.

A highly complimentary letter from Admiral
Seymour to Admiral Courtes, concerning
the gallantry of the French detachment with
Admiral Seymour's relief expedition to Peking,
has produced an excellent effect in Paris.

THE WAR IN SOUTH AFRICA.
General Pole-Carew has occupied Belfast, but
the Boers are holding the ridge near Dama-
mutha. Lord Roberts has arrived at Won-
derfontein. General French is moving on the
east of Mafeking and General Methuen is in
touch of General Carrington at Zeerust.

PEKING NEWS.

A Chefoo despatch to the *N.-C. Daily News*
states that the allied forces employed dynamite
to breach the walls of the Forbidden City, and
entered, with the assistance of four thousand
armed Christians living inside. The allies' flag
was run up over the Imperial Palace. Street
fighting continued for some time, but the casu-
alties are unknown.

It is stated in Shanghai mandarin circles that
the Empress Dowager prior to her flight issued
an edict commanding the following Boxer
Chiefs to remain in the capital, namely, Prince
Tuan, Prince Chun, the Grand Secretary
Hui Tung, the Assistant Grand Secretary
Kang Yi, and Chung Li, President of the Board
of Punishments and Commandant of the Pe-
king Gendarmerie, to defend the Imperial
city and administer the Government. Three
of the four above-named are Manchus, the
third named, Hui Tung, being a Chinese Ban-
nerman or Manchuan, a descendant of the Chi-
nese traitors who admitted the Manchus into
the Great Wall and aided them to conquer
China. Before leaving Peking the Empress
had more than twenty of her eunuchs beaten to
death.

A telegram from Chefoo to the *Ostasiatische
Lloyd* reports:—As soon as the allies reached
Peking they immediately searched for Prince
Tuan, but did not find him. They then
pursued him with cavalry. At the same time
the Allies issued the following proclamation:
"We fight only against the Boxers and their
leaders and for the protection of our Ministers,
and do not seek a conflict with the Chinese
people."

Native official reports received in Shanghai
last week state that General Tung Fuhsiang
and his Kansu men left Peking twenty-four
hours before the flight of the Empress Dowager,
his corps being ordered to act as her advanced
guard to Shensi. This appears to have been
due to an apprehension that the North-western
Mahomedans might be tempted to attack the
Empress Dowager and Court en route, and
make away with the Taing or Manchuan dynasty
for good and for all. Another report stated that
upon the capture of Peking by the allies the
members of all the Legations all moved into
the Palace inside the Forbidden City for
greater safety.

"Follow your nose" is often enough good
advice, but another man's nose may lead to mis-
fortune. Sengoff, discussing in a *Sophia* paper
the various qualities of persons with long,
short, crooked, and turn-up noses respective-
ly, came to the conclusion that persons with
long noses are usually altogether a bad lot. Un-
fortunately for the scribe Prince Ferdinand
has a long nose; therefore, by order of the Pub-
lic Prosecutor, the disciple of Lavater was ar-
rested, and has suffered three days' imprison-
ment for *lese majeste*.

SUPREME COURT.

28th August.

IN SUMMARY JURISDICTION,
BEFORE HIS HONOUR T. SERCOMBE SMITH
(ACTING PUNJEE JUDGE).

CAPTAIN RAYMOND AND THE FILIPINOS.
M. M. Perez and Crisanto Lichauco brought
an action against Captain A. M. Raymond for
an account of money received, viz. \$700, and
Captain Raymond brought an action against
M. M. Perez and Crisanto Lichauco for breach
of contract. It was decided to hear both actions
together.

Mr. E. H. Sharp (instructed by Messrs.
Deacon and Hastings) appeared for Captain
Raymond, and Mr. M. W. Slade (instructed by
Messrs. Wilkinson and Griest) for the other
parties.

Mr. Slade said that Perez and Lichauco were
husband and wife. He understood that it was
a Spanish custom for the wife to retain her maiden
name, sometimes with the addition of her
husband's name at the end of it. Sometime to-
wards the end of last year Mrs. Lichauco, as he
would call her, made some arrangements with
some friend of hers in the Philippines to see
about getting two launches which were being
completed in Hongkong sent over to the Phi-
lippines. She, as a matter of fact, did nothing
in the matter, her husband conducting the
negotiations. Sometime in December he
approached Captain Raymond with reference
to his taking these two launches from Hong-
kong to the Philippines. Of course it was
well known at the time to all parties that it
was not quite a simple thing to send a launch
belonging to a Filipino from Hongkong to the
Philippines, and accordingly it was arranged
between Lichauco and Raymond that the latter,
who claimed to be an American subject, should
get clearance for the launches, and that when
he had got the clearance he should take charge
of the launches and captain them to Manila.

Subject to that condition an agreement was en-
tered into. This agreement (which Mr. Slade
read) stated that \$700 per launch was to be paid
to Captain Raymond in Hongkong and an addi-
tional \$400 per launch when the launches
reached Manila, Raymond to make all arrange-
ments as to the crew and to pay them. That
being the agreement entered into apparently
Captain Raymond made efforts to get
clearance for the *Patric* from the American
Consul, but failed to do so. The American
Consul sent for Lichauco, and told him he
should require a declaration of nationality before
he could give a clearance. Lichauco subsequently
wrote to the American Consul a letter de-
claring the peaceful character of the launches,
but the American Consul refused to clear.
With regard to the \$700, while the nego-
tiations for the clearance were going on,
Raymond asked for an advance, and \$700 was
advanced to him. One reason given by Raymond
for asking for the advance was that coal was
cheap just then, and he also wanted some
money for himself. At the time the loan
was made it was clearly understood that in
the event of their being unable to clear the
launches the coal purchased by a portion of this
\$700 should be handed to Lichauco together with
the balance of the money, but the balance had
not yet been handed over by Raymond.

Crisanto Lichauco, in his evidence, gave parti-
culars of the negotiations entered into between
him and Captain Raymond. He said he did not
want to sign a written contract, and he was
quite sure that the launches were going to
Manila. He said that he was a Filipino subject,
Raymond spoke to his interpreter, Mr. Marti,
and requested him to ask him to sign a written
agreement to assure his services in case the
launches could be sent to Manila. It was agreed
that if he sold the launches in Hongkong or if
the launches could not be sent to Manila the
agreement should be treated as cancelled. Cap-
tain Raymond undertook to see to the clearance,
as he said he was an American subject. He
undertook to get the clearance without any
extra charge for his trouble. Witness was only
to pay for the consular fees. Witness former-
ly took a prominent part in Filipino affairs.

Mr. Sharp—I believe we are quite prepared
to admit that the reason why the American
Consul objected to grant a clearance was be-
cause Lichauco was a Filipino subject.
Mr. Slade—Very well; that is satisfactory;
it saves time.
Witness, continuing, said that after the con-
tract was signed Captain Raymond asked him
to advance him \$700. He did not like doing
so at first until the clearance was obtained, but
Captain Raymond said that as coal was cheap
just then he wished to lay in a stock and he
also wished to pay off some debts. The Captain
promised that if the launches were not cleared
or if they were sold in Hongkong he would
hand over the coal and the balance of the \$700
to Lichauco. Witness had had the coal but not
the balance of the money.
In reply to Mr. Sharp, witness said it was
not until after Captain Raymond undertook to
see to the clearance papers that he signed the
contract. He attached very great importance
to the arrangement about Captain Raymond
getting the papers, and yet there was no men-
tion of it in the contract nor was it referred to
in any letters which subsequently passed be-
tween the parties.

Mr. Ronsaville Whillman, Consul-General
for the United States, said he had never seen
Captain Raymond's passport, but he believed he
was an American subject. He did not remem-
ber the date on which Capt. Raymond came
to him to clear the launch for Manila. He came
to the conclusion that Mr. Lichauco was not
taking the launch to Manila for a good purpose,
and refused to clear it. When Capt. Raymond
said he wanted a clearance witness said he must
bring the owner, but he did not seem to know
who the owner was. Lichauco had represented
the launch to belong to a woman in Manila,
who turned out to be his wife. He instructed
Capt. Raymond to bring Mrs. Lichauco to the
Consulate but she never appeared. After the
refusal Raymond visited the Consulate several
times, but the clearance was never granted.

In answer to Mr. Slade, Mr. Whillman said
Captain Raymond desired the clearance in his
own name.
In answer to Mr. Sharp, Mr. Whillman said he
did not say that Raymond said the launches
were his, but that he wanted the clearance in
his own name. Capt. Raymond had taken
launches several times before to Manila.

Mr. Marti said he was a merchant in Hong-
kong and was acquainted with Mr. Lichauco. He
acted as interpreter between Captain Raymond
and Lichauco. He conveyed the agreement from
an agreement in the possession of Captain Ray-
mond. At first the latter wanted \$1,200 for
each launch, but finally agreed to accept
\$1,100. The Captain said he would do his
best to clear the launches, as he would pass as
an American or a British subject. He showed
two papers, one showing him to be an American
subject and the other a British master mariner.
Witness gave evidence as to the advance of
\$700 to Captain Raymond. He heard nothing
about the cancelling of the agreement in case
the launches did not go.

In reply to Mr. Sharp, witness said he was a
Filipino of Spanish descent. He was not aware
that his name was on a list of suspects. He did
not think it likely that he could return to the
Philippines.

NEW ADVERTISEMENTS

TO LET, FURNISHED.

NO. 6, CAMERON VILLAS, Mount Kellet, The Peak.
Apply to—

LT.-COL. WHEELER,
Ordnance Officer,
Queen's Road East,
Hongkong, 29th August, 1900. [2305]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS HALL on SATURDAY, the 1st September, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th August, 1900. [2303]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN WITH OPTION VIA BANGKOK.

THE Company's Steamship

"ANNAM"

will be ready to load as above on SATURDAY, the 1st September.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 29th August, 1900. [2304]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ALCINOUS"

Captain Palford, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

CRICKET.

FIXTURES REQUIRED with Local Teams for coming Season.

Address—
E. WISDOM,
Hon. Secretary,
H. M. S. Tamar,
Hongkong, 28th August, 1900. [2297]

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.

ELLY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of SPORTING REQUISITE.

WM. SCHMIDT & CO.

Hongkong, 21st August, 1900. [1213]

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Primrose Cases ... \$3.65 ... \$7.40
Pergamoid Cases ... 6.25 ... 8.00
Ejector Brass Cases, 6.90 ... 8.65

5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong, [1877]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT, at Moderate Rates.

WM. PARLANE,
Manager,
Hongkong, 17th February, 1899. [189]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1901.

TENDERS will be received by the Government Secretary, Sandakan, on or before the 15th November, 1900, for the following **REVENUE FARMS** for 1901, or for periods of 2 or 3 years.

OPTIM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.,
Hongkong, 11th July, 1900. [1953]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon who have not had their premises **LIMEWASHED and CLEANSED** in accordance with Law, are reminded that the period during which the work should be finished ends on the 31st day of August, 1900, and the Sanitary Board being convinced of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that Part of the Kowloon Peninsula to the East of Robinson Road, and includes Hung Hom and Part of Tsim Sha Tsui.

By Order.
G. A. WOODCOCK,
Acting Secretary,
Hongkong, 1st August, 1900. [2212]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate.

Please address—
B. R.,
Care of Office of this Paper,
Hongkong, 1st August, 1900. [2120]

AUCTIONS

PUBLIC AUCTION.

To be Sold by Public Auction,

TO-MORROW (THURSDAY),
the 30th day of August 1900, at 3 P.M., at his Sale Rooms,

The following Valuable Property, situate in rear of "Benicia" Robinson Road, Victoria, Hongkong, and intended to be registered in the Land Office as sections B, C and D of Inland Lot No. 712.

The above will be offered in three Lots, Lot No. 1 containing 4,981 square feet, Lot No. 2, 3,040 square feet, Lot No. 3, 3,421 square feet, more or less, and are suitable for building purposes.

Terms of sale and full particulars can be had on application to—

GEO. P. LAMBERT,
Auctioneer,
or to
DENNY & BOWLEY,
Solicitors for the Vendor,
Hongkong, 2nd August, 1900. [2248]

GOVERNMENT NOTIFICATION.
No. 430.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 18th August, 1900. [2280]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale. Registry No. Locality. Boundary Measurements. Contents in Square ft. Annual Rent. Upset Price.

1. 1,014. Market Street and Upper Market Street. 315 315 45 45 1,175 25 35,438

2. 1,015. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

3. 1,016. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

4. 1,017. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

5. 1,018. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

6. 1,019. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

7. 1,020. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

8. 1,021. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

9. 1,022. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

10. 1,023. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

11. 1,024. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

12. 1,025. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

13. 1,026. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

14. 1,027. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

15. 1,028. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

16. 1,029. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

17. 1,030. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

18. 1,031. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

19. 1,032. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

20. 1,033. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

21. 1,034. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

22. 1,035. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

23. 1,036. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

24. 1,037. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

25. 1,038. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

26. 1,039. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

27. 1,040. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

28. 1,041. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

29. 1,042. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

30. 1,043. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

31. 1,044. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

32. 1,045. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

33. 1,046. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

34. 1,047. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

35. 1,048. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

36. 1,049. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

37. 1,050. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

38. 1,051. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

39. 1,052. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

40. 1,053. Inland Lot No. 712. 315 315 45 45 1,175 25 35,438

AUCTION

GOVERNMENT NOTIFICATION.

No. 442.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on TUESDAY, the 4th day of SEPTEMBER, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 25th August, 1900. [2236]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on TUESDAY, the 4th day of SEPTEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Ma-Tau-Kok, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale. Registry No. Locality. Boundary Measurements. Contents in Square ft. Annual Rent. Upset Price.

1. 1,110. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

2. 1,111. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

3. 1,112. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

4. 1,113. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

5. 1,114. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

6. 1,115. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

7. 1,116. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

8. 1,117. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

9. 1,118. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

10. 1,119. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

11. 1,120. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

12. 1,121. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

13. 1,122. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

14. 1,123. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

15. 1,124. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

16. 1,125. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

17. 1,126. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

18. 1,127. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

19. 1,128. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

20. 1,129. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

21. 1,130. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

22. 1,131. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

23. 1,132. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

24. 1,133. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

25. 1,134. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

26. 1,135. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

27. 1,136. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

28. 1,137. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

29. 1,138. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

30. 1,139. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

31. 1,140. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

32. 1,141. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

33. 1,142. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

34. 1,143. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

35. 1,144. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

36. 1,145. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

37. 1,146. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

38. 1,147. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

39. 1,148. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

40. 1,149. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

41. 1,150. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

42. 1,151. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

43. 1,152. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

44. 1,153. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

45. 1,154. Ma-Tau-Kok. 170 170 300 300 15,000 10 2,700

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Shawls and other Sundry Goods, 4,
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WO FAT & CO.

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Hongkong, 25th July, 1900. [2074]

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SCIENTIFIC MISCELLANY.

ORNAMENTAL MATERIALS FROM WASTE—
ELECTROLYTIC—AN EFFECTIVE FILTER
—ICE IN THE TROPICS—A STEREOGRAPHIC
VIEW OF THE MOON—STRANGE SEA DEPTHS
—A VOLCANO'S LIGHTS—RUSSIAN DIAMONDS.

The metal waste of machine shops is utilised
by E. Appart, of Jamet, Belgium, by cleansing
from impurities, and then pressing into moulds
and raising to the welding temperature by a
powerful electric current. When hot, the metal
is compressed by means of a die. The roughly-
shaped product can be finished in the usual way,
and if the filings of different metals are used,
very decorative effects are produced. A similar
plan has been proposed for using the waste mix-
ture of glass powder and abrasives that collects
in English glass-grinding works. The glass
binds the particles of sand, etc., together when
semi-fused at a bright red heat, and a hard,
tough block is formed. Greater attractiveness
may be given by adding powdered vitreous
enamels or metal fillings.

Prompt cures in certain forms of disease are
reported by Dr. D. A. Kessler from the use of
an incandescent lamp of 16 to 100 candle-power.
The lamp is provided with a parabolic reflector
of proper focus, and connected to a battery or
to a street current supply. The treatment is
applied in one or two sittings daily, according
to the severity of the pain. The light and heat
rays combined very quickly relieve pain, cause
hemorrhagic effusions ("black and blue" mark)
to be rapidly absorbed, reduce the time of treat-
ment of eczema, and have no equal in cases of
acute rheumatism. The appearance of perspiration
is a signal to close the sitting. Care is
taken to avoid exposure to cold of the treated
part.

Coal dust has been brought to the consideration
of the Sydney Water Board as a filtering
material through the conclusions of Prof. Ros-
tock Hill. This expert has found coal to be
superior to coke or ballast in purifying sewage,
as it has at once a chemical action, and its puri-
fying power is marked from the first day of use,
although still better results follow after two or
three months.

Acetylene is readily decomposed into its ele-
ments, carbon and hydrogen, and the finely-
divided and absolutely pure carbon liberated is
superior to the best lampblack. A French
engineer, M. Habon, therefore suggests the use
of the unsaleable quality of calcium carbide, that
is always a waste product of carbide factories,
for acetylene black. The manufacture consists
in forcing the acetylene from the low-grade
carbide into an explosion vessel filled with
hydrogen, until a pressure of about 75 pounds
is obtained, and then exploding the mixture by
raising a platinum wire within the vessel to a
white heat. The pressure reached during the
explosion is prevented by the dilation with
hydrogen, from exceeding 370 pounds per square
inch. Each cubic foot of acetylene yields one
ounce of acetylene black and one cubic foot of
pure hydrogen, and the latter may find ready
sale.

Ice is sometimes formed in India, when the
air is at 15 deg. or 20 deg. above freezing, by
exposing water at night in earthenware pans
resting on rice straw in little hollows in the
ground. An ice industry depending on the
same principle has been discovered by O. H.
Howarth at an elevation of 8,000 or 9,000 feet
in a valley of Oaxaca, Mexico. A large number
of shallow wooden troughs are filled with water,
and during winter nights become covered with
a thin sheet—never exceeding an eighth of an
inch in thickness—of ice, which is collected and
buried in considerable masses in the earth. In
these pits the ice consolidates, being then cut
when needed and carried to the town on mules.

Among some remarkable lunar photographs
made by Messrs. Loewy and Pissac, of the
University of Paris, is a stereoscopic image of
the whole hemisphere of the moon, the direction
of light giving relief and showing very strik-
ingly the details of craters and mountainous
regions. The picture was obtained by taking
a plate of the moon at ten days and another
at twenty days, enlarging these to sixty times,
and carefully placing side by side.

A gold watch made in Berlin is said to be
less than a quarter of an inch in diameter,
weighing less than two grains, and to be a
good timekeeper.

Exploration of the depths of the Black Sea
during the last ten years has brought to light
a unique condition. Sir John Murray states
that the greatest depth found is 1,200 fathoms,
and that a fresh-water surface current flows
outward, through the Bosphorus and the Dar-
danelles into the Mediterranean, while a salt
undercurrent is steadily flowing inward. The
density of the salt water of this undercurrent
prevents vertical circulation. The greater
depths are consequently quite stagnant, and
they are so impregnated with sulphuretted
hydrogen that no life is possible beyond 100

YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bron-
chitis, and Chest-Colds is to apply Little's
Oriental Balm. Rubbed well into the chest and
back, it penetrates immediately to the inflamed
parts. The tickling in the throat ceases; the
spasm relaxes; the cough disappears. It often
cures when nothing else will. Could anybody
afford to be without it in the house all the time?
Mr. N. Lowe, of James Street, Blackburn,
says:—I was worn out almost to the grave with
a racking cough that all the remedies and the
doctors failed to relieve. It was cured with one
bottle of Little's Oriental Balm. It shall be my
doctor through life.
Sold at Re. 1 per bottle. Agents for Hong-
kong—THE VICTORIA DISPENSARY
LD. [2198-2]

fathoms. Water from a depth of 300 fathoms
smells just like rotten eggs. Thus the bottom
deposits, unlike those of the open oceans, are
barren of life; and they show the further extra-
ordinary difference, unknown elsewhere, of an
abundant chemical precipitate of carbonate of
lime.

In an eruption of the New Zealand volcano
of Te Mari, Dr. B. Friedlander reports having
witnessed at least four different light phenom-
ena, viz.: the reflection of incandescent matter
upon dark clouds, a large number of red-hot
boulders, which were shot high up and fell down
in parabolic curves; lightning, due to electricity
produced by friction; and blue and probably
reddish flames. The eruption began with an
explosion, masses of ash-laden steam being
ejected. The electricity resulted from friction
of the coarse ashes in the steam, and it is sug-
gested that the blue flames were due to the
burning of vaporized sulphur.

The probable existence of diamonds in Russia,
on the western slopes of the Ural Mountains,
was suggested by Humboldt. The first stone
was found in 1829, and between 1830 and 1835
nearly fifty were discovered, ranging in size
from one-fourth to three-fourths of a carat.
Small diamonds have been found occasionally
since, although no thorough search has been
made.

Cutting or obstructing vegetation on the
Upper Nile has had the astonishing effect of
destroying enormous numbers of fish. This has
been due to the liberation of stagnant water,
which has suffocated through its lack of air.

TO LET.

TO LET,
WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of Third
Floor, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO. 1045

"THE EYRE."

AT THE PRAX, close to summit; delightfully
cool and healthy.

TO BE LET, FURNISHED.
Immediate possession can be had.
For Particulars, apply to—
J. C. WILCOX,
8, Beaconsfield Arcade,
Hongkong, 15th June, 1900. 1757

SHOP TO LET—No. 62A, Queen's Road
Central, at present occupied by ACET-
YLENE GAS CO.
Apply—
G. FALCONER & CO. [2160]

TO LET.

"HARFORD"—MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR,
QUEEN'S BUILDINGS,
13, PRAYA CENTRAL, Rooms on 2nd
Floor.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. [61]

TO LET OR FOR SALE.

THE VILLA LUCIA, POKFULAM.
For Terms, &c., apply to
D. MUSSO & CO.,
No. 268, Praya, West.
Hongkong, 14th August, 1900. [2209]

NOTICE.

GOODS TO LET with large Storage
capacity.
Suitable for Coals or General Merchandise.
Terms moderate.
Apply to—
T. RAUCHENSTEIN & CO.,
17, Queen's Road Central.
Hongkong, 24th August, 1900. [2266]

TO LET.

FURNISHED BEDROOM with an
English Family at CAINE ROAD.
Apply to—
Care of Daily Press Office.
Hongkong, 20th August, 1900. [2241]

TO BE LET OR SOLD.

TWO FINE SEMI-DETACHED
HOUSES on the PRAX ROAD, nearing
completion. The Houses command a splendid
view, and are thoroughly well appointed and
fitted up for Electric Light.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LIMITED.
Hongkong, 14th August, 1900. 1871

BOARD and APARTMENTS at Kowloon
for Married or Single.
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. 1674

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VENITUS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER
STEAMER, very suitably fitted to carry
a large number of passengers and cargo.
For Particulars, apply to—
BANKER & CO. [2119]

Lanoline
Natural Toilet Preparations.

Toilet "Lanoline" in collapsible tubes,
Makes rough skin smooth, and protects delicate
complexions from wind and sun.

"Lanoline" Toilet Soap
Never irritates; cleanses and keeps the skin supple.
Wholesale Depot—57, HOLBORN VIADUCT, LONDON.

Milkmaid
BRAND
Milk
Full Cream.

As a
guarantee
of quality
see that the
MILKMAID
Trade Mark
is on
every Tin.

Largest Sale in the World.

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.

Telephone 75.
SINCE 1878 WE HAVE SUPPLIED OVER 100 VESSELS
OF HER MAJESTY'S FLEET, VIZ:—

"Aurora"	"Endymion"	"Lapwing"	"Rainbow"
"Argentine"	"Edgar"	"Lizard"	"Rambler"
"Aetolus"	"Esk"	"Linnæus"	"Rover"
"Allatross"	"Egeria"	"Leander"	"Robin"
"Audacious"	"Fame"	"Magpie"	"Rattler"
"Aurammon"	"Flying Fish"	"Mercury"	"Redbreast"
"Acheron"	"Firebrand"	"Minerva"	"Redpoll"
"Barclay"	"Gullhorn"	"Moscato"	"Swift"
"Bonaventure"	"Gibraltar"	"Moorhen"	"Sheldrake"
"Brisk"	"Griffin"	"Mynarchon"	"Satellite"
"Carnegie"	"Hart"	"Molawak"	"Sovereign"
"Caryfort"	"Hawley"	"Morrison"	"Spartan"
"Centurion"	"Hornet"	"Orlando"	"Sandpiper"
"Champion"	"Hyacinth"	"Pallas"	"Snipe"
"Cockchafer"	"Iron Duke"	"Pegasus"	"Tamar"
"Constance"	"Isis"	"Penguin"	"Tweed"
"Conquest"	"Imperieuse"	"Phoenix"	"Tyrant"
"Charlybird"	"Inconstant"	"Pigeon"	"Undaunted"
"Crescent"	"Immortalite"	"Pigmy"	"Victor Emanuel"
"Daphne"	"Iphigenia"	"Plover"	"Victorious"
"Daring"	"Juno"	"Powerful"	"Wanderer"
"Dido"	"Kestrel"	"Porpoise"	"Woodcock"
			"Zephyr"

**THE OLDEST
THE BEST
THE CHEAPEST**

GANDY'S
Every Belt guaranteed
& stamped every foot
GANDY'S
no other belt is genuine
**WORKS SEACOMBE
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HONGKONG.

**THE NEW FRENCH REMEDY
THERAPION**

This successful and highly popular remedy, as
employed in the Continental Hospitals by Biondi,
Boccon, Jobert, Volpene and others, combines all
the desiderata to be sought in a medicine of the
kind and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious diseases.
In urinary piles, irritation of the lower bowel,
cough, bronchitis, asthma, and some of the most
trying complaints of this kind, it will be found
astoundingly efficacious, affording prompt relief
where other well-tried remedies have been power-
less.

THERAPION No. 2, for impurity of the blood,
acidity, pimples, spots, blotches, rashes and swell-
ings of the joints, secondary symptoms, disease
of the bones, sore throat, and all diseases for
which it has been too much a fashion to employ
mercury, iodoform, &c., to the destruction of
the sufferer's teeth and ruin of health. This pre-
paration purifies the whole system through the
blood, and thoroughly eliminates every poisonous
matter from the body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing conse-
quences arising from early error, excess, residence
in hot unhealthy climates, &c. It possesses a
praising power in restoring strength and vigour to
the debilitated.

THERAPION may be procured at 2/6 and 4/6
per package, of the principal Chemists and Mer-
chants throughout the world. In ordering, the
purchaser should state which of the three numbers
he requires, and observe that the word "THERA-
PION" appears on the Government Stamp (in
white letters on a red ground) affixed to every
genuine package, by order of Her Majesty's Hon.
Commissioners, and without which is a forgery.
Sold by A. E. WATSON & CO., LIMITED
Hongkong, China, and Manila. [2282]

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No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office—TOKYO.
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BAY, SINGAPORE, SHANGHAI, TIENT-
SIN, NEWCHANG, and all Ports in
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Mikao Coal Mines,
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Hokoku Coal Mines,
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Onoura Coal Mines,
No. 1, Ohtsuzi Coal Mines,
Kishima Coal Mines,
Yoshio Coal

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL.	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 1st Sept., at Noon.
LONDON VIA SUZ CANAL.	PROMETHEUS	Brit. str.	—	Day	HUTTENFELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUZ CANAL.	GLAUCUS	Brit. str.	—	Barwise	HUTTENFELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT.	ALCIBIADES	Brit. str.	—	Pulford	HUTTENFELD & SWIRE	On 2nd Oct.
BREMEN, via PORTS OF CALL.	HECTOR	Ger. str.	—	Bar	HUTTENFELD & SWIRE	On 20th Sept.
MARSEILLES, HAVRE & COPENHAGEN, via FROK.	PRINZ HEINRICH	Ger. str.	—	G. Meyer	MELCHERS & CO.	On 1st Sept., at Noon.
MARSEILLES, LONDON & ANTWERP, via FROK.	ANNA	Ger. str.	—	W. Thompson	MELCHERS & CO.	On 7th Sept., at Daylight.
MARSEILLES, &c, via PORTS OF CALL.	SADO MARU	Jap. str.	—	Schmitz	NIPPON YUSEN KAISHA	On 10th Sept., at 1 p.m.
HAVRE & HAMBURG	YARE	Ger. str.	—	Braun	MELCHERS & CO.	On or about 21st Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK VIA SUZ CANAL.	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 15th Sept.
NEW YORK VIA SUZ CANAL.	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On 8th Sept.
NEW YORK VIA SUZ CANAL.	OLYMPIA	Brit. str.	—	J. Truittbridge	SHEWAN, TOMES & CO.	To-day.
VICTORIA, B.C. & TACOMA.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	BRANMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 18th Sept.
PORTLAND, OREGON, &c.	CITY OF PEKING	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 1st Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Jap. str.	—	—	O. & O. S. S. CO.	On 12th Sept., at Daylight.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Brit. str.	—	—	TOTO KISEN KAISHA	On 25th Sept.
SAN FRANCISCO VIA AMOY, &c.	BERGHEUS	Brit. str.	—	—	HUTTENFELD & SWIRE	On 8th Sept., at 4 p.m.
AUSTRALIAN PORTS.	TAIYUAN	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 20th Sept., at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS.	MUNCHEN	Ger. str.	—	Nelson	HUTTENFELD & SWIRE	On 5th Sept., at Noon.
YOKOHAMA, via NAGASAKI & KOBE.	ROHILLA	Brit. str.	—	Krebs	MELCHERS & CO.	On or about 1st Sept.
NAGASAKI, KOBE & YOKOHAMA.	RADNORSHIRE	Brit. str.	—	C.H.S. Toogood, R.N.R.	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI	HANGCHOW	Brit. str.	—	Hadley	SHEWAN, TOMES & CO.	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	SALAZAR	Brit. str.	—	Pearce	MELCHERS & CO.	On or about 29th inst.
SHANGHAI	CLYDE	Brit. str.	—	Negre	P. & O. S. N. Co.	On or about 31st inst.
SWATOW, AMOY & FOOSHOW.	HAICHING	Brit. str.	—	E. Street	HUTTENFELD & SWIRE	To-morrow, at 11 a.m.
SWATOW, AMOY & TAIWAN.	MAIDUO MARU	Jap. str.	—	Hall	MITSUI BUREAU KAISHA	On 2nd Sept., at Daylight.
SWATOW, AMOY & TAIWAN.	YUNPANG MARU	Jap. str.	—	T. Ogata	MITSUI BUREAU KAISHA	On 5th Sept., at Daylight.
MANILA	DIAMANTE	Brit. str.	—	S. Atsuni	JARDINE, MATHESON & CO.	To-morrow, at 5 p.m.
MANILA	TAITIAN	Brit. str.	—	Rolfe	SHEWAN, TOMES & CO.	On 31st inst., at 4 p.m.
MANILA, CEBU & ILOILO.	KAIFONG	Brit. str.	—	A. Ramsay	HUTTENFELD & SWIRE	On 20th Sept., at Noon.
SINGAPORE, PENANG & CALCUTTA.	CHREYDEA	Brit. str.	—	Nelson	HUTTENFELD & SWIRE	On 2nd Sept., at Daylight.
				Pennafather	JARDINE, MATHESON & CO.	On 1st Sept., at Noon.
				Davies		

SHIPPING.

ARRIVALS.
 Aug. 27, KALGAN, British str., 1,558, Laver, Moji 22nd August, Coal.—BUTTERFIELD & SWIRE.
 Aug. 27, Liv. Norwegian str., 1,979, R. Rasmussen, Kutchinotun, 22nd August, Coal.—MITSUI BUREAU KAISHA.
 Aug. 28, QUEEN ADELAIDE, British str., 1,835, F. McNair, Moji 22nd Aug., Coal.—DODWELL & CO. LIMITED.
 Aug. 28, NAIKUNG, British transport, 2,862, W. H. Edge, Calcutta 15th August.
 Aug. 28, LOUISANO, British str., 989, Lousk, Hongay 25th August, Coal.—JARDINE, MATHESON & CO.
 Aug. 28, MAUSANO, British steamer, 1,644, R. Cox, Sandakan 22nd Aug., Timber.—JARDINE, MATHESON & CO.
 Aug. 28, WINGANO, British str., 1,517, T. H. Solar, Shanghai 24th August, General.—JARDINE, MATHESON & CO.
 Aug. 28, KUPFERTS FRIEDRICH WILHELM, German flag ship, 10,033, von Holt Zender, Singapore 21st August.
 Aug. 28, BRANDENBURG, German cruiser, 10,000, Rosendahl, Singapore 23rd August.
 Aug. 28, HELLA, German torpedo-boat, 603, Hampford, Singapore 23rd August.
 Aug. 28, WERTH, German cruiser, 10,000, Borekohlagen, Singapore 23rd August.
 Aug. 28, WESSENDURG, German cruiser, 10,000, Hofmeier, Singapore 23rd August.
 Aug. 28, COMETS, French gunboat, 525, Lottel, Swatow 27th August.
 Aug. 28, ELBE, German steamer, 990, J. Petersen, Bangkok 18th August, Rice.—JESSEN & CO.
 Aug. 28, BITTERN, British schooner, 399, Thos. Askin, Rajang 9th August, Timber.—SIEMSEN & CO.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
 25th August.
 Hunol, French str., for Hoihow.
 Teent, British str., for Manila.
 Hellen, French str., for Hoihow.
 Daphne, German str., for Nagasaki.
 Wongkoi, German str., for Hoihow.
 Teian, British str., for Sydney.
 Pakhoi, British str., for Shanghai.
 Arundon Apar, British str., for Calcutta.

DEPARTURES.

Aug. 28, ZAMANIA, British transport, for Calcutta.
 Aug. 28, ISIS, British cruiser, for Amoy.
 Aug. 28, TEENKAI, British str., for Manila.
 Aug. 28, MARIEJESSEN, German str., for Java.
 Aug. 28, TELEMACHUS, British str., for Amoy.
 Aug. 28, DECIWA, German str., for Taku.
 Aug. 28, TAMBA MARU, Jap. str., for Nagasaki.
 Aug. 28, HAILAN, French str., for Hoihow.
 Aug. 28, DAPHNE, German str., for Nagasaki.
 Aug. 28, WONGKOL, German str., for Hoihow.
 Aug. 28, TSINAN, British str., for Sydney.
 Aug. 28, PAKHOI, British str., for Shanghai.
 Aug. 28, ARUNATON APCAR, British str., for Calcutta.
 Aug. 28, URINA, British transport, for Taku.
 Aug. 28, CARTHAGE, British hospital ship, for Weihaiwei.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Argus, U.S.S. Iris, Hailong, Thales, H.I.G.M.S. Hertha, Pronto.
 COSMOPOLITAN DOCK.—Nanshan, Stanfield.

SHIPPING REPORTS.

The British schooner *Bittern*, from Rajang 9th August, experienced very bad weather from August 20th to 24th; how ports leaking.
 The British steamer *Queen Adelaide*, from Moji 22nd August, had fresh northerly gale for two days after leaving Moji; fine weather since.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.
 J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.
 NORWOOD, British ship, Thos. Roy—Orler.
 PETER RICKMERS, German ship, Scholer.
 ARNOLD, Karlsruhe & Co.
 PRESIDENT, British bark, W. B. Munro—Siemens & Co.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "HANGCHOW."
 Captain Pearce, will be despatched as above on 10-DAY, the 29th instant.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 28th August, 1900. [2291]

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"SALAZAR."
 Captain Negro, will be despatched for the above ports on or about WEDNESDAY, the 29th instant, instead of as previously notified.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 28th August, 1900. [2]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOOSHOW.
 THE Company's Steamship

"HAICHING."
 Captain Hall, will be despatched for the above ports TO-MORROW, the 30th instant, at 11 a.m.
 For Freight or Passage, apply to DOUGLAS LAITRAIK & CO., General Managers.
 Hongkong, 28th August, 1900. [2298]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship

"YUENSANG."
 Captain Rolfe, will be despatched as above TO-MORROW, the 30th inst., at 5 p.m.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 27th August, 1900. [2290]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Company's New Steamship

"DIAMANTE."
 Captain A. Ramsay, will be despatched as above on FRIDAY, the 31st inst., at 4 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 24th August, 1900. [2247]

FOR NEW YORK VIA SUZ CANAL.
 THE Steamship

"RICHMOND CASTLE."
 will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship

"AFRIDI"
 on or about the 8th September, and the Steamship
 "MARIA DE LARRINAGA."
 For Freight, apply to DODWELL & CO., Ltd., Agents.
 Hongkong, 27th August, 1900. [2054]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"RADNORSHIRE."
 Hadley, Commander, will be despatched for the above port on or about FRIDAY, the 31st August.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 25th August, 1900. [2274]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUZ CANAL.
 THE Steamship

"INDRAVELLI."
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to JARDINE, MATHESON & CO., Agents.
 Hongkong, 20th July, 1900. [2026]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, & PORT SAID	FRIDAY, 7th Sept., at DAYLIGHT.
W. Thompson		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.

A. S. MIHARA, Manager. [12]
 Hongkong, 28th August, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBERIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 21st Sept. Freight and Passage.
SAXONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th Sept. Freight.
SERBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 12th Oct. Freight.
KONIGSBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th Oct. Freight and Passage.
SCHIDER	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 31st Oct. Freight.
BAMBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 1st Nov. Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 "EMPEROR OF INDIA" Comd. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900
 "EMPEROR OF JAPAN" Comd. G. E. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900
 "EMPEROR OF CHINA" Comd. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.
 Hongkong, 9th August, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ CLYDE E. Street	{ About 31st August Freight or Passage.	
LONDON &c	{ CHUSAN C. T. Danny, R.N.R.	{ Noon, 1st Sept. See Special Advertisement.	
YOKOHAMA VIA NA-ROHILLA	{ C.H.S. Toogood, R.N.R.	{ About 1st Sept. (Passing through the Inland Sea). Freight or Passage.	
LONDON	{ JAVA G. W. Gordon, R.N.R.	{ About 6th September Freight or Passage.	

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th August, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 5th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.
 Hongkong, 25th August, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Truebridge	Sept. 8	BRANMAR	3,601	W. Watt	Aug. 29
DUKE OF FIFE	3,321	J. S. Cox	Sept. 11	ARVOLL	2,907	W. S. Thomson	Sept. 20
GLEROCLE	3,750	W. Frakes	Sept. 15	MON'SHIRE	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	E. McNair	Sept. 29				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 441.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.
 The best route to the KLYNDKE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYER, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 225 10. 04.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA to PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, COMA or PORTLAND to Livingston and return, and Stage Coach transportation, Cinnabar to Tacoma or Portland to Livingston and return, and Upper Geyser Basin, Yellowstone Lake, Grand Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basin, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents. [10]

Hongkong, 16th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN."
 Captain Nelson, will be despatched as above

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHELYDRA,"
 Captain Davies, will be despatched as above on SATURDAY, the 1st September, at NOON.
 For Freight or Passage apply to
JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 25th August, 1900. [2277]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLUMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 20th August, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAINSHI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 2nd September, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th August, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennafather, will be despatched on SUNDAY, the 2nd September, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1900. [2336]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900. [2089]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1900. [1443]

NORDEUTSCHER LLOYD

REGULAR SERVICE

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONSAP, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTS-HÖHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY,

the 5th September, 1900, at Noon,

THE Steamship

"MÜNCHEN,"

(4,530 Reg. Tonnage),
 Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 19th July, 1900. [2018]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ATLIE,"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B. Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th August, 1900. [2335]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
 VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

GAILIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAYLIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 3, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 13th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900. [1]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 p.m., the Company's Steamship "YARRA," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with the s.s. *Villa de la Ciudad*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th August, 1900. [2]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK,"

will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA," about 15th October.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900. [3]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,000 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO via SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th August, 1900. [2270]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA,"

Captain Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th August, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 22nd August, 1900. [2258]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"SIBIRIA,"

Captain Brann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 22nd August, 1900. [2250]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 3rd proximo will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 6th

